

# 2002 HOUSING ELEMENT

## APPENDIX B

### BACKGROUND INFORMATION ON PROPOSED HOUSING SITES

**Area 1: (A) Plymouth/Sierra Vista and  
(B) Colony/Rengstorff**

**Basic Information**

Current zoning	(A) General Industrial  (B) ML – Limited Industrial
Proposed zoning and potential units based on 100% and 80% buildout of the maximum allowable density	(A) R3-2: 295 units; 80% = 236 units  (B) R3-2: 28 units; 80% = 22 units
Surroundings	(A) Area is surrounded by Highway 101 to the north and east, General Commercial to the south and multi unit residential to the west.  (B) The Colony/Rengstorff site is separate from the other area and is surrounded by multi unit residential on three sides, and general commercial on the fourth.
Acreage	(A) 12.3 acres.  Lot sizes vary between 0.22 acres and 1.6 acres  Average lot size is 0.59 acres  (B) 1.4 acre.
Ownership	(A) 21 parcels; 19 owners  (B) 2 parcels; 1 owner.
Average building age	(A) 39 years old (newest construction—1996)  (B) 28 years old
Type of buildings	Mix of residential and business premises, including at least three construction companies located in old houses. Residential buildings are mainly on Colony with Plymouth Street being primarily industrial. The Colony/Rengstorff site is separated from the others. It is a warehouse.

**Environmental Concerns and Support Services (Area 1: (A) Plymouth/Sierra Vista and (B) Colony/Rengstorff)**

Hazardous materials (permitted facilities)	Area A: 3 permitted facilities
Hazardous materials (contaminated sites/ongoing clean-up)	Plymouth Street – former CTS Printex site.
Noise issues	(A) Noise from adjacent 101 freeway would require special buffering for adjacent sites.  (B) Noise from Rengstorff Avenue may require increased setbacks/buffering at this corner site.
Public Works	Utilities are adequate to serve new residential. Right of way dedication required for some properties. This area is located in a special flood hazard zone and will need to comply with the City's flood ordinance requirement.
Parks	Area is currently under-served; however, the City has purchased the lot at the intersection of Plymouth/Sierra Vista. Plans call for a park to be built here in the next 3-5 years, subject to Council approval.
Proximity to transit	Bus (Route 40 on Rengstorff Ave.; Routes 32 and 34 on Middlefield Rd.)

**Description**

The larger area (Sub-Area A) contains a mix of residential and industrial uses—which can be traced to a history of being changed back and forth from residential to industrial several times in the past 20 years. Primary access is from Rengstorff through the residential areas to the west—resulting in truck traffic through this neighborhood. There have been some code enforcement issues with several construction contracting businesses in the area. There is also a contaminated site at the end of Plymouth Street where circuit boards were previously manufactured. Clean up of the site is being monitored by the State. The City has acquired a site for a future park adjacent to this area (corner of Plymouth and Sierra Vista).

The Plymouth/Sierra Vista area was considered for housing during the 1990 Housing Element update. It was dropped from the list of potential housing sites because of concerns over a contaminated site and issues with noise and air pollution from the freeway. The area also contains many long, narrow lots in multiple ownership that preclude a comprehensive redevelopment unless lots are amalgamated. Since 1993, the City has approved several small

building additions/exterior upgrades, a new office building, an auto repair business, a contractor's storage yard and a landscaping business.

The Colony/Rengstorff site (Sub Area B) is a corner site with a large warehouse building surrounded by residential on three sides and commercial on the fourth.

AREA 1: (A) Plymouth/Sierra Vista  
(B) Colony/Rengstorff



View West from Colony Street  
toward Sierra Vista

## Area 2: Wyandotte East of Independence Avenue

### Basic Information

Current zoning	MM-40 – General Industrial
Proposed zoning and potential units based on 100% and 80% buildout of the maximum allowable density	R3-2: 176 units; 80% = 141 units)
Surroundings	North: General Industrial. South: Multi unit residential. East: Multi unit residential. West: General industrial
Acreage	Lot sizes vary between less than 0.2 acre and 2.57 acres.  8.85 acres  Average lot size is 0.8 acres
Ownership	11 parcels. 10 owners.
Average building age	26 years old (newest construction: 1995)
Type of buildings	Mix of personal storage, commercial services and some residential. One new mini storage unit developments.

### **Environmental Concerns and Support Services (Wyandotte East of Independence Avenue)**

Hazardous materials (permitted facilities)	One permitted facility.
Hazardous materials (contaminated sites/ongoing clean-up)	No known sites.
Noise issues	Noise from nearby commercial businesses may require special buffering for adjacent sites.
Public Works	Utilities are adequate to serve new residential. Portions of this area are located in a special flood hazard zone and will need to comply with the City's flood ordinance requirement.
Parks	None. Area is currently under-served.
Proximity to transit	Bus (Route 40 on Rengstorff Ave.; Routes 32 and 34 on Middlefield Rd.)

### **Description**

This area includes a mix of businesses providing support services for the community including two personal storage facilities, a kennel and a few other businesses. It also has a small apartment building and several single-family houses. In 1997, a developer proposed to rezone two parcels in this area to residential. One (on Wyandotte, next to other residential) was rezoned but the other was not because it was near a printed circuit board manufacturer, which used extremely hazardous materials. This use has since left the area. The City approved a personal storage facility on the other site (at the corner of Wyandotte and Independence). There have been no other development approvals in the area.

This area was considered for housing during the 1990 Housing Element update but was not included on the list of potential housing sites because it contained many viable, support services for the local community. This area could form a logical extension to the existing residential areas to the south and east.

## AREA 2: Wyandotte/Independence





### Area 3: Ada/Minaret

#### Basic Information

Current zoning	R3-3 (13 units per acre)
Proposed zoning and potential units based on 80% buildout of the maximum allowable density	R3-1: 190 units; 80% = 152 units  (R3-3 = 66 units, 80% = 53 units. Therefore the net increase is 101 units.)
Surroundings	Surrounded by multi unit residential and single family homes.
Acreage	4.63 acres One site is 4.13 acres, the other 0.5 acres.
Ownership	2 parcels. 2 owners.
Average building age	Large site is vacant; 45 year old house on smaller, corner site.
Type of buildings	Single family house and sheds

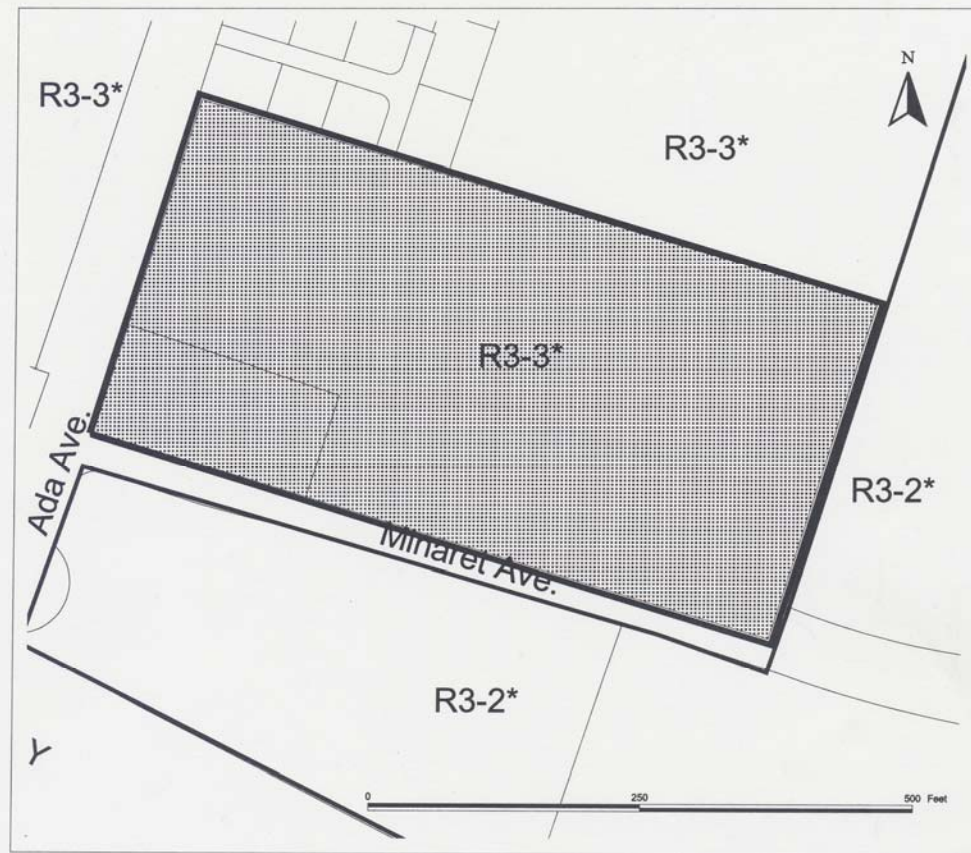
### **Environmental Concerns and Support Services (Area 3: Ada/Minaret)**

Hazardous materials (permitted facilities)	None.
Hazardous materials (contaminated sites/ongoing clean-up)	No known sites.
Noise issues	None.
Public Works	Some street right-of-way dedications would be required along Ada Avenue and Minaret Avenue. Half street improvements on Ada Avenue and Minaret Avenue would be required. The water and sanitary sewer mains appear adequate to serve residential development.
Parks	Slater School; Creekside Park
Proximity to transit	Bus (Routes 304, 305 and 345 on Whisman Road). Within walking distance of Whisman light rail station.

### **Description**

The site includes a small lot with a house and some sheds (possibly in commercial use) and a large lot that wraps around it. The front portion of the large lot is an old orchard and the rear is vacant. The rear portion was excavated in the 1930s to provide fill for the construction of Moffett Field and a large depression remains (perhaps suitable for future underground parking). The excavated portion is hidden behind a fence. This site is being considered for R3-1 zoning—especially since underground parking would be easy to develop.

AREA 3: Ada/Minaret



Ada/Minaret property

#### Area 4: Moorpark/Alice

##### Basic Information

Current zoning	R1 (Single Family)
Proposed zoning and potential units based on 80% buildout of the maximum allowable density	R3-1.5: 53 units; 80% = 42 units)
Surroundings	North: Highway 237. South: Single family homes. East: Multi unit residential. West: Highway 85.
Acreage	2 acres.  Lot sizes vary between 4425 square feet and 0.48 acres.  Average lot size is 7370 square feet with most sites approximately 6750 square feet.
Ownership	12 parcels; 12 owners.
Average building age	44 years old (newest construction: 1997)
Type of buildings	Single family homes and two vacant sites.

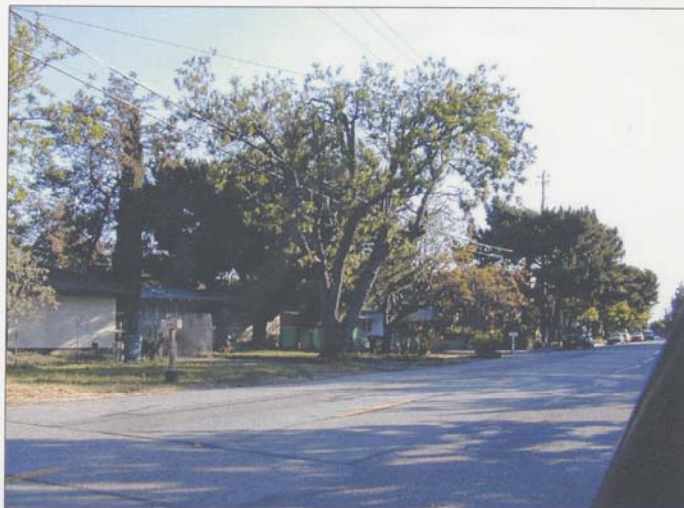
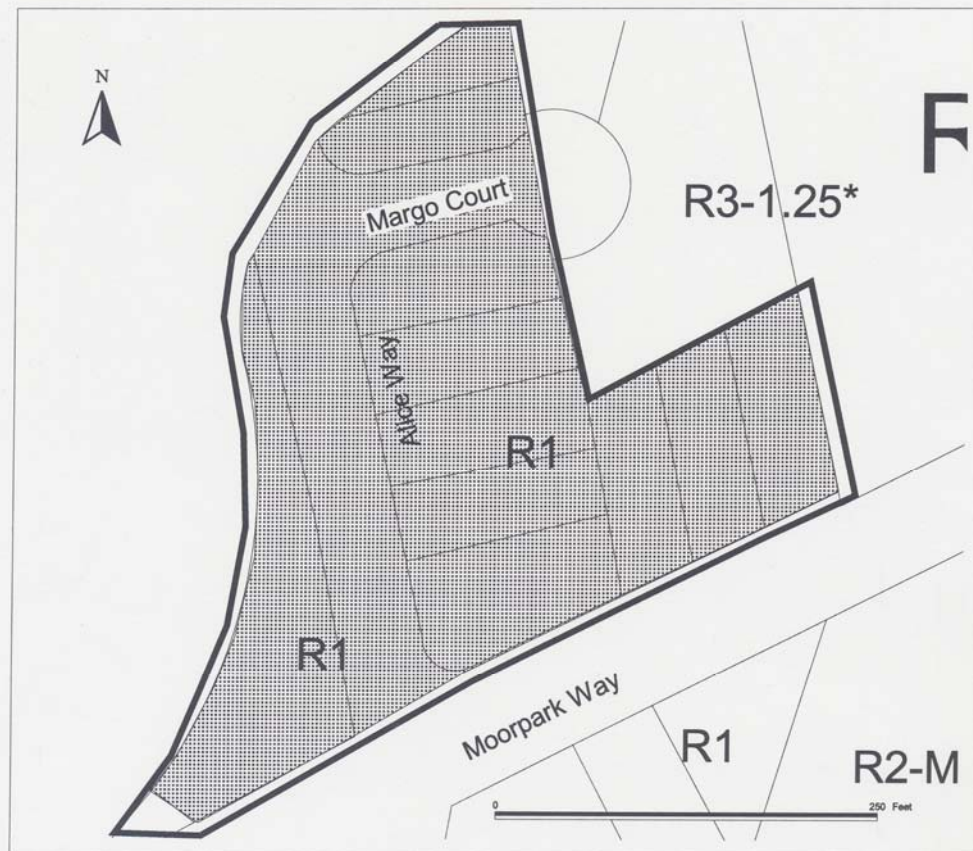
#### **Environmental Concerns and Support Services (Area 4: Moorpark/Alice)**

Hazardous materials (permitted facilities)	None.
Hazardous materials (contaminated sites/ongoing clean-up)	No known sites.
Noise issues	Noise from Highways 237 and 85 is buffered by a sound wall.
Public Works	Street right-of-way dedications on portions of Margo Drive, Alice Avenue and Moorpark Way would be required. Half street improvements on Margo Drive, Alice Avenue, and Moorpark Way may be required. The water and sanitary sewer mains appear adequate to serve residential development.
Parks	Sylvan-Dale Park
Proximity to transit	Bus (Routes 34 and 48 on East Dana Street and Sylvan Avenue)

#### **Description**

This is a group of single-family houses fronting on Moorpark Way and Alice Avenue. The adjacent uses on the same side of Moorpark Way are multiple-family residential. On the opposite side of Moorpark there are several single-family houses and a mobile home park. Most of the houses in this area appear to be in relatively poor condition (a few are old Army barracks that do not meet today's Building Code). However, City records show that two houses were moved on to two lots in the past eight years. Two lots are vacant. An addition was approved in 1995 for one house on the corner of Margo Court and Alice Avenue. All of the lots are individually owned. About half of the houses appear to be rented and the other half owner-occupied. This is an isolated enclave that could possibly be redeveloped in multiple-family residential similar to the adjacent apartment building and new condominiums on Margo Court.

AREA 4: Moorpark/Alice



Moorpark Way homes

## Area 5: Northwest Corner of Moffett/Middlefield

### Basic Information

Current zoning	PRE PF – Public Facility (unincorporated land); General Plan designation is Medium-Low Density Residential (up to 12 units per acre)
Proposed zoning and potential units based on 80% buildout of the maximum allowable density	40 units/acre (240 units, 80% = 192 units)
Surroundings	North and West: Multi unit residential owned by the U.S. Government. South: Mobile home park. East: Multi unit residential
Acreage	6 acres (undeveloped portion of larger site)
Ownership	Part of a larger parcel.  Owned by U.S. Government; managed by Army Corps of Engineers.
Building age  Type of buildings	Vacant.  Vacant. Pavement remains from temporary use by City library. Small portion next to existing housing is in turf.

**Environmental Concerns and Support Services Area 5: ( Northwest Corner of Moffett/Middlefield)**

Hazardous materials (permitted facilities)	None.
Hazardous materials (contaminated sites/ongoing clean-up)	No known sites.
Noise issues	Noise from Highway 85, Moffett Boulevard, and Middlefield Road would require special buffering.
Public Works	A bus duck-out would be required for the nearby bus stop.
Parks	San Veron Park
Proximity to transit	Bus (Moffett Boulevard and Middlefield Road)

**Description**

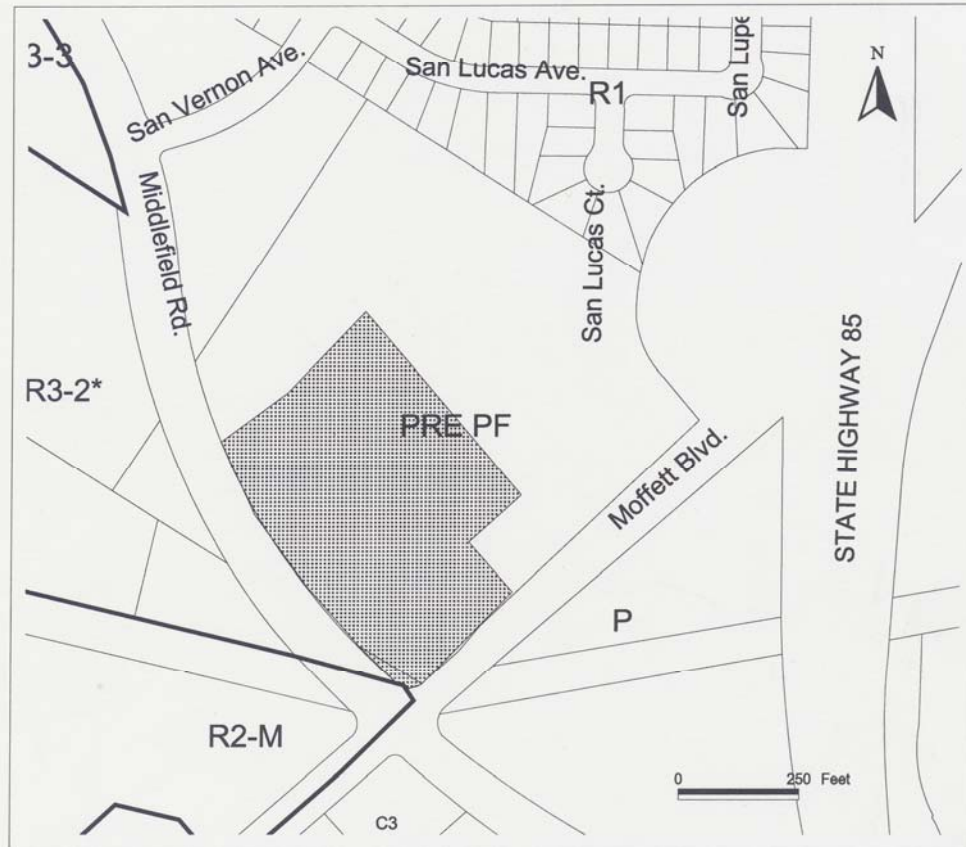
This 6-acre site is currently vacant but is owned by the federal government. It is a part of a larger 16.5-acre parcel. The remaining 10.5 acres is developed with 126 housing units (called Shenandoah Square) formerly assigned to military personnel at Moffett Field.

In October, 2001, the U.S. Army Corps of Engineers took over management of all housing at Moffett Field and is renting it to military personnel and their families working at bases all over the Bay Area. In 2002, the Army began a process to privatize the military housing, including this site, under the Residential Communities Initiative (RCI). As a part of this process, the Army will select a developer to prepare a Community Development and Management Plan that includes development, financial and management components. During the preparation of this plan, the developer is to confer with Congressional oversight committees as well as representatives from the local communities and other Army and Defense Department organizations to ensure the needs of all interested parties are addressed.

The City expects to use this opportunity to work with the Army and developer regarding the City's interest in obtaining title or beneficial use of the parcel, exploring some kind of joint venture (*e.g.*, housing, child care) or other yet-to-be defined options that would benefit both the military and the community. It is expected that the development plan for the military housing and vacant land will be complete by late 2003. A higher density zoning (than 7 – 12 units per acre) would be appropriate on this site, for example 40 units per acre.



AREA 5: NW Corner of Moffet/Middlefield



NW Corner of Moffet/Middlefield

## Area 6: Moffett Shopping Center

### Basic Information

Current zoning	CN – Neighborhood Commercial
Proposed zoning and potential units based on typical of C3 mixed use development.	CN (with provision to allow mixed-use residential development). Residential density at approximately R3-2 density – 31 units.
Surroundings	North and west: Mobile home park. South: Commercial (hotel approved for adjoining site). East: Multi unit residential
Acreage	1.67 acres
Ownership	1 parcel.  1 owner.
Building age	32 years old (newest construction: 1969)
Type of buildings	Small scale retail shopping center.

## Environmental Concerns and Support Services (Area 6: Moffett Shopping Center)

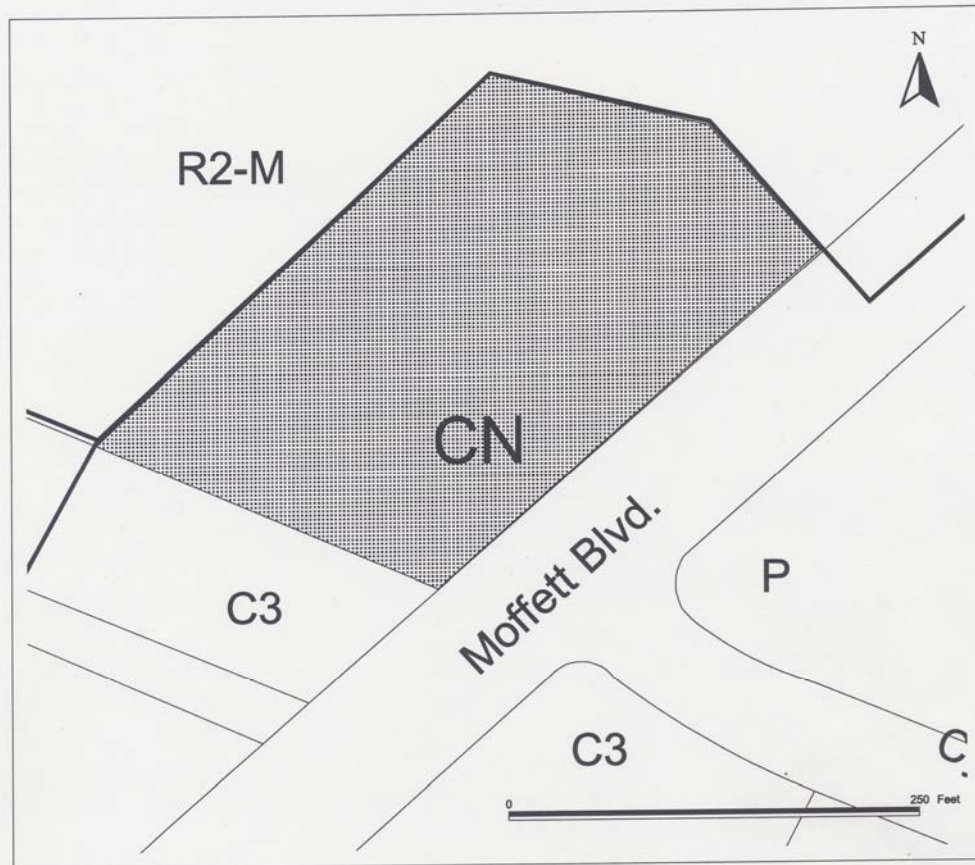
Hazardous materials (permitted facilities)	None.
Hazardous materials (contaminated sites/ongoing clean-up)	No known sites.
Noise issues	Noise from Moffett Boulevard would require special buffering.
Public Works	The water and sanitary sewer mains on Moffett appear adequate to serve residential development.
Parks	Jackson and San Veron parks
Proximity to transit	Bus (Route 48 and 51 on Moffett Boulevard; Routes 32 and 350 on Middlefield Road)  Within walking distance of Downtown Transit Center.

## Description

This center includes a number of neighborhood-serving retail services including a dry cleaners, laundromat, liquor store, convenience store, nail salon, bottled water retail store and restaurant. The City has approved an application for another restaurant in the one vacant tenant space. A hotel has been approved for the adjoining site to the south (the old St. James Infirmary). The site is relatively close to the Downtown Mountain View transit station. Redevelopment at this location offers potential as a mixed-use development (residential above commercial) which would also allow this site to retain some neighborhood serving businesses. Redevelopment would also allow the opportunity to improve the site planning and building design at this center. The zoning ordinance would have to be revised to allow mixed-use developments, perhaps with an overlay zone.

Based on the average density of two current mixed-use developments along El Camino Real (19 units per acre), approximately 31 units could be built at this 1.67 acre site.

AREA 6: Moffett Shopping Center



Moffett Shopping Center

## **Area 7: Higher Densities at Sites with Older Apartments**

### **Basic Information**

Area 7 is not a specific site, but a program to consider rezoning or other zoning ordinance changes that would allow older, existing apartment buildings to be developed at higher densities. Allowing higher densities could provide an incentive for owners to redevelop these sites with not only more units but also improved site planning and design. While rebuilding new apartments would displace these generally affordable units, it should be noted that any redevelopment would be required to include BMR (Below Market Rate) units.

Since the policy or ordinance change is not specific to any one site, staff used the following methodology to estimate of how many additional units could be produced if individual property owners sought to be rezoned. It was assumed that the preferred candidates would be sites that meet the following criteria:

- Older development (built before 1970)
- One acre or more (to optimize improved site planning through redevelopment)
- Currently developed at less than the highest density zone district (R3-1)
- Would produce a measurable increase in housing units through redevelopment (at least 20 more units on each site)

Staff searched its housing data base to identify examples of sites that meet these criteria and ranked them by the number of additional units produced. The four sites that could produce the largest increase in housing site together generated 175 additional units. There are other sites that could produce a smaller number of units. Sites would be scattered throughout the City but would be located in areas already zoned for multiple-family housing.